

Columbus Area Metropolitan Planning Organization IPOC Consultation Meeting
12:00 PM, Wednesday, May 10th, 2006
SIRPC Offices, Versailles, Indiana

Attendees: Frank Baukert, INDOT-Planning Steve Smith, INDOT-Planning
Steve Ruble-CAMPO Jim Ude, INDOT-Seymour District
Kent Anderson-CAMPO

- Steve Smith, the manager of the INDOT Long Range Planning Section, began with a brief introduction. He said that the purpose of the meeting was to get the input of our local planning partners on the projects that are candidates for the 2016 year of the INDOT 10 Year Construction Plan also known as Major Moves . INDOT also wanted input on the projects in the 2017-2020 portion of the INDOT Long Range Plan to ensure that when we meet again in one year, we will have the best set of candidates for 2017. INDOT also wanted assistance with scoring projects under Indiana Planning Oversight Committee (IPOC) process. Finally, we wanted to discuss changes to INDOT's corridor hierarchy system and the implementation of an access management policy.
- Frank Baukert went over a list of projects focusing on the ones located in Columbus Metropolitan Planning Area. The list showed which projects were let, already in Major Moves, candidates for inclusion in 2016, or lay in the 2017-2030 timeframe. INDOT was considering making a change to its plan by no longer showing reconstruction or median construction projects in its plan. This was being done to avoid confusion. Those projects which would not be shown were also indicated on the list.
- The SR-11 reconstruction project south of SR-46 was discussed. The MPO felt that the project didn't adequately address the capacity requirements and that the project needs to be re-scoped as an added capacity project possibly a two-way pair system. The MPO pointed out that SR-11 was an alternate commuter route connecting Columbus and the industrial development at SR-58. The lack of capacity was diverting traffic to I-65. The MPO analysis indicated that the project as scoped would be overloaded by the time it was completed.
- The US-31 ATL project from CR50N to 2.46 miles north of old SR-46 should be moved up from its 2008 letting date. Based on talks with the development team, the MPO believes it could be completed earlier than scheduled.
- The SR-58 interchange improvement project was discussed. The original concept called for building a roundabout. Engineering analysis indicated that this wasn't feasible, and that a more traditional approach would be employed.
- A list of the 2016 IPOC candidate projects was distributed showing the preliminary scores for mobility and congestion relief. It was explained that these criteria represented a small part of a project's overall score. Economic Development and Customer Input were also contributed a significant number of points. The MPO was invited to provide documentation showing customer input and economic impact.
- Steve Smith discussed the changes to INDOT's Mobility Corridor System. Based upon the recommendations from the Central Indiana Suburban Transportation and Mobility Study (CISTMS), a proposed new corridor connecting I-74 & SR-46 near Greensburg with I-69 between Anderson and Muncie. This corridor would be located between SR-9 and SR-3. The CISTMS Study characterized this project as "a solution in search of a problem." The recommendation was to remove the corridor from the system, designate SR-3 as a Statewide Mobility Corridor, and focus future efforts to improving this facility. Also, CISTMS recommended changing the SR-44 regional mobility corridor south of Indianapolis so that it ran northwest from Franklin along SR-144.including a new connection between SR-135 and SR-37. In conjunction with these changes, INDOT was adopting a new access

- management policy manual which attempted to link the mobility corridor system with access management. INDOT had hired a consultant to develop a draft policy. Copies of it were distributed and the MPO was asked for their input. The MPO applauded INDOT's efforts.
- The INDOT Long Range Plan called for adding lanes to SR-46 from SR-9 to SR-3 southwest of Greensburg in 2024. The MPO didn't rank this project very high. They felt that the only roads that mattered for economic development purposes were interstates.